

BLIZZARD IN EAST

WORST THAT HAS BEEN EXPERIENCED IN FOURTEEN YEARS.

Heavy Fall of Snow and a Howling Gale in Several of the Atlantic Coast States.

NEW YORK SUFFERED MOST

SIXTEEN COUNTIES COVERED WITH A THICK MANTLE OF WHITE.

Drifts from Six to Twenty-Five Feet Deep, and Trains Stalled at a Number of Points.

TROLLEY LINES ABANDONED

AND MANY PERSONS IN CITIES UNABLE TO REACH THEIR HOMES.

Schools Closed, Navigation Hazardous, Mails Delayed and Business Almost Paralyzed.

NEW YORK, Feb. 17.—The eastern part of New York State, from this city to the Canadian border, was swept by a blizzard to-day such as had not been experienced for fourteen years. Up to midnight reports showed that sixteen counties had received in full force the effects of the gale and the accompanying fall of snow. These counties were Dutchess, Orange, Ulster, Albany, Schoharie, Schenectady, Montgomery, Saratoga, Essex, Columbia, Rensselaer, Washington, Clinton, Oneida, Onondaga and Chemung. Thus it will be seen that all the eastern tier of counties caught the storm, and that it did not extend to the western portion of the State, although it was expected there before morning. There is a sameness about the reports from the up-State towns. Anywhere from four to eighteen inches of snow, wind blowing at a hurricane rate, drifts from six to, in one instance, twenty-five feet deep are among the features, while there is iteration and reiteration of delayed trains, impeded or wholly abandoned trolley service and impassable country roads. The latest reports indicate that the worst is over, for the wind is abating and in many places the snow has ceased falling.

IN NEW YORK CITY.

In New York city the storm was the severest since 1888. Beginning soon after midnight the storm increased rapidly until by daybreak the whole city was completely snowed under. The rising force of the gale piled the snow in great drifts that for a time almost suspended traffic, except in the main thoroughfares, where the car tracks were only kept open by the constant use of snow ploughs and sweepers.

Communication between Manhattan and Brooklyn was subject to long delay. The ferry boats with difficulty made trips across the ice-choked rivers, and the work of tug-boats, lighters and shipping generally was almost at a standstill. So heavy was the snowfall that the loading of vessels was stopped, it being impossible to keep the hatches open. Two steamers which arrived during the night struggled as far as quarantine, where they came to anchor. Several steamers are supposed to be off Sandy Hook waiting for the storm to abate before attempting to enter the port.

Tonight the local weather bureau reports that the worst of the snowfall, which began to abate in the afternoon, is probably over. The fall up to 2 o'clock p. m. was 9.2-10 inches. This afternoon hurricane warnings were hoisted at Sandy Hook and New York, and many vessels are detained in port.

MAILS DELAYED.

There was considerable delay in the arrival of mails. The Chicago mail, due at 4:45 p. m., did not get in until 7:45, and the Washington mail was an hour and a quarter late. The local deliveries of mail were hampered by the difficulty of driving the wagons through the snow-incumbered streets. All outgoing mails were closed from thirty minutes to an hour before the usual time. Mails on the New York Central were from two to three hours late and all mail service between this city and points on Long Island was practically suspended. The trains on all the lines terminating in Jersey City were hours behind time during the morning, but towards evening the schedules were more nearly maintained. On the New York Central through trains were being moved nearly on time by taking off many of the local trains.

The congestion of traffic on the Manhattan street-car lines was severe during the morning, when many of the avenues were blocked with long lines of stalled cars. On Broadway wheel traffic was confined to the narrow lanes between high snow hills, and along these cars, trucks and cars crawled at a snail's pace. From other thoroughfares truck traffic disappeared almost entirely. In the shopping district the blockade was so complete that several of the great department stores closed at 4 o'clock.

Four thousand men were set to work to clear the streets of Manhattan early in the afternoon. Of these half were engaged in opening cross walks, while 2,000 men and 200 trucks were employed to work all night clearing the main streets.

On the elevated lines there was considerable delay in the early hours, but by the evening rush hours all trains were running on time, although enormously overcrowded owing to the interruption of the surface lines.

CRUSH ON THE BRIDGE.

The Brooklyn bridge was kept clear of snow from the time the storm began, but both the elevated and trolley cars were crowded to their utmost capacity, although many thousands of Brooklynites preferred the perilous passage of the ferries to participating in the crush on the bridge. Throughout Brooklyn the blockade was even more general than in Manhattan, and little progress was made by the street-cleaning department, beyond opening crosswalks on the principal streets. Coney Island, Fort Hamilton and Canarsie were

completely cut off from all communication over the Brighton Beach road, and only a dozen trains were hopelessly stalled at one time. During the day not over 60 per cent of the cars of the Brooklyn Rapid Transit system were in operation, and thousands were compelled to make their way on foot to the shore.

State Islanders suffered more than the residents of any of the boroughs of Greater New York. The tide every now and then ran high, and no effort was made to make schedule time, the main trouble being due to the great masses of ice packed in the straits of the Narrows. The island itself was completely snowed under, and the movements of trolleys and trains were brought to a halt. Even sleighs were unable to make their way through the great drifts.

In the afternoon the trolley service on the North Shore by using the big freight engines of the Baltimore & Ohio road. Drifted trains stopped in the snow on the South Shore line. The conditions of traffic were in every respect worse than in the great blizzard of 1888.

Telegraph and telephone service in New York experienced little interruption, for while the snow was heavy, there was no sleet to break the wires.

During the day only a few minor accidents to pedestrians resulted from the storm.

The fleet of warships lying off quarantine to await the arrival of Prince Henry was for hours cut off by floating ice from communication with the shore. Forty marines, who put the ships in boats from Staten Island, were compelled to put back and return to the navy yard.

Eighteen inches of snow fell in Ossining, N. Y., to-day, and drifts six feet high are common to-night. Trolley service was abandoned by noon. Country roads are closed.

Long Island Snowbound.

NEW YORK, Feb. 17.—Long Island from Montauk Point to Long Island City is snow-bound. The storm kept children from school and the schools were closed at noon. All the lines of trolley cars were blocked by drifts, and efforts to open them were of no avail. Many thousands of people employed in New York and Brooklyn had to turn back unable to breast the blinding snow squalls. The Long Island Railroad Company and the New York & Queens County Railway Company employed small armies of men with shovels all day long fighting the snow. They sent out every available snow plow. Trains on the North Shore division of the road were all greatly delayed. Mails were more than two hours late.

(CONTINUED ON PAGE 3, COL. 4)

C. R. MAINS ARRESTED

LAWYER CHARGED WITH USING THE MAILS TO DEFRAUD.

Represented a Syndicate with Four Billions of Capital—His Career in Michigan.

SAN FRANCISCO, Feb. 17.—C. R. Mains, an attorney, was arrested by the United States marshal to-day and charged with having used the United States mails for fraudulent purposes. His hearing was set for Wednesday afternoon. It is alleged that Mains has been representing himself as the Western representative and attorney of the American and European fuel, mining and transportation syndicate and also a representative of the American and London Safety Deposit, Storage and Investment Company. The combined capital of these syndicates in the pamphlets and on the Mains' letterhead is placed at \$4,000,000,000. Mains' letterhead, relative to the plans and objects of the fuel syndicate, is a masterpiece of deception. United States. Among those who answered him was Dr. Charles E. Bennett, of Wausau, Wis., who had been representing himself as the Western representative and attorney of the syndicate. An investigation was made and Mains' arrest followed. Mains was said to be an Eastern lawyer, admitted to practice at Battle Creek, Mich.

Once Stirred Michigan.

DETROIT, Mich., Feb. 17.—C. R. Mains, who was arrested to-day at San Francisco by the United States marshal, was the central figure in a sensation which stirred the whole State about two years ago. Mains was at that time one of the most prominent attorneys in Battle Creek, Mich., and was arrested on a charge of conspiracy to kill. This conspiracy, it was alleged at the time, was against the life of F. B. Cullen, another attorney of Battle Creek, who had brought charges of perjury against Mains. It was alleged that Mains hired a man named McCombs to kill Cullen. Mains was arrested and charged with conspiracy to kill. He was released on bail, but he was never seen again.

AID FROM ECUADOR

Said to Have Been Received by Colombian Liberal Commander.

PANAMA, Feb. 17.—The captain of the Chilean steamer Palena, which arrived here to-day, reports having met the transport Corral, belonging to the government of Ecuador, 200 miles from Panama. It is thought that the Cotacachi is the steamer seen off Chame Point last week, and that she brought reinforcements for the Liberal general, Herrera. The Governor of Panama, according to the report of the Associated Press here that he had sent a cable message to Guayaquil, Ecuador, inquiring whether such is the case, as he can believe that such a hostile act has been authorized by the President of Ecuador, General Plaza.

The British steamer Taboga, which arrived here this morning, brings reports confirming the landing of Liberal soldiers at Chiriqui and the safe arrival of the government officers sent there to organize the landing. The report of the Chiriqui, Senor Lastro, reports active preparation to attack the Liberal chief, Quintana.

Shots heard in the neighborhood of Corozal, the first station from Panama on the Pacific coast, created considerable alarm here this morning.

F. A. TIFFANY'S ARREST.

It Is Alleged That He Failed to Secure a Job for a Man.

F. A. Tiffany, one of the managers of what is called the International Employment Agency, at No. 10 North Illinois street, was arrested yesterday on a warrant issued by Judge Loebe, charging the obtaining of money under false pretenses. Beltz claims the firm agreed to get him work as a lathe machinist and sent him to Chandler & Taylor's, where they claimed a man was wanted. Beltz got no work, and after sending the return of the money paid, which was refused, he was attached to the affidavit, this was "for services for thirty days in assisting said party to secure a position."

GOOD UPON BAD.

Church to Be Built on Site of the "Quarter House" Den of Vice.

MIDDLESBORO, Ky., Feb. 17.—Next week the American Association, limited, with headquarters in Middlesboro, will begin the erection of a large church where the "Quarter House" stood. Lee Turner, who owned the saloon and fortress and an agent of the local underworld, was the last week transferred his property to this association. The "Quarter House" was a saloon and a den of vice. Turner has left the country and the feud is ended.

WHERE EVERY MAN IS BORN A PRINCE.



RATIFIED BY SENATE

PURCHASE OF THE DANISH WEST INDIES FINALLY APPROVED.

Little More Than an Hour Spent by Senators in Considering the Treaty with Denmark.

AN AMENDMENT REJECTED

PROVISIONS OF THE AGREEMENT EXPLAINED BY MR. CULLOM.

Who Pointed Out the Advantages Which Would Accrue from Possession of the Islands.

WASHINGTON, Feb. 17.—To-day, in a little more than an hour's time, the Senate disposed of the treaty with Denmark, ceding to the United States, for a consideration of \$5,000,000, the islands of St. Thomas, St. John and St. Croix, composing the group of the Antilles known as the Danish West Indies, and lying just east of Porto Rico, and thus, so far as this country is concerned, consummated a transaction which has been under consideration intermittently since the administration of President Lincoln. The treaty and the report on it were read at length, and more or less discussion on the proposition was indulged in. Senator Cullom, as chairman of the committee on foreign relations, made a speech explaining the advantages of the acquisition of the islands, and Senators Bacon and McLaurin, of Mississippi, made brief remarks, saying that while they could not endorse all the provisions of the agreement, they would place no obstacles in the way of ratification.

Senator Bacon moved to amend the treaty by striking out the second paragraph of Article III of the treaty, reading as follows: "The civil rights and the political status of the inhabitants of the islands shall be determined by Congress, subject to the stipulations contained in the present convention." He based his opposition to this proposition on the general ground that the Constitution should extend to the islands when they became a part of the United States. He said, however, that the failure to accept the amendment would not prevent his voting for the treaty, for he believed the nature of the acquisition of the islands was such that they could not be permitted any European power to acquire the islands, and he would therefore vote for the treaty, and then afterwards refuse to buy them when they were for sale. The amendment was rejected without discussion.

Senator Cullom explained all the provisions of the treaty and gave a detailed account of their resources and of their trade value to the United States. He said the provision affecting the civil rights of the inhabitants was similar to the provision on the same subject in the Spanish treaty concerning Porto Rico. Senator Cullom said in taking the islands the United States would assume no burden of debt as by the terms of the agreement all claims held by Denmark against the islands were to be paid by the United States. He also explained the nature of the obligations the United States would assume with reference to the St. Thomas Floating Dock Company, saying that on the telegraph franchise it would be necessary to pay a salary of \$4,000 per year for three or four years and that in both cases there was an agreement to protect the charters for the benefit of the United States. He also gave a detailed history of the St. Croix Sugar Company, explaining that the government had created a debt of \$500,000 for that concern, but had agreed to wind up the affairs of the company as soon as it was possible, thus relieving the United States of all commitments on account of that company.

Senator Cullom explained that under the terms of the treaty the United States would take possession of the islands as soon as ratifications could be exchanged, and said it would not be necessary to delay that act until the appropriation of money to pay for them could be made. The harbor at St. Thomas island was described as one of the safest and best in the West Indies, and the importance of its possession from a strategic point of view was enlarged upon. He said that the control of that harbor commands the military situation as far as necessary in Cuba, and that if we are to build a canal across the isthmus of Panama the ownership of the

DEATH OF C. F. SAYLES

HE WAS ONE OF THE MOST PROMINENT REAL ESTATE MEN OF THE CITY.

He Was Stricken with Apoplexy in His Office a Week Ago and Never Rallied.

DEMISE OF C. F. R. WAPPENHANS

OBSERVER BLYTHE NOTIFIED BY HIS SISTER IN GERMANY.

High Esteem in Which the Former "Weather Man" Was Held in This City—His Life Story.

Charles F. Sayles, head of the real-estate firm of Charles F. Sayles & Co., died at 9:15 o'clock last night at his residence, 1307 North Meridian street. His death was not unexpected, since his physician, Dr. Henry Jameson, had pronounced his ailment fatal. On last Wednesday morning at 10 o'clock, while sitting in his office engaged in the day's routine work, he was seized with a stroke of apoplexy. A bloodlet was formed on his brain, and this was what proved fatal. The news of Mr. Sayles' sudden illness was a shock to his many friends and business acquaintances, as it was supposed he was enjoying the best of health. From the time he was stricken there were many anxious inquiries about his condition.

When death occurred last night the members of Mr. Sayles' immediate family were present. No arrangements have been made for the funeral. Mr. Sayles leaves a widow, one son, Herman B. Sayles, and a daughter, Miss Mary Sayles. His father and mother are dead, but his stepmother, Mrs. Jane P. Sayles, lives in Syracuse, N. Y. He also has surviving four brothers and one sister. They are Omer Sayles, of Bridgeport, N. Y.; Louis W. of Lautey, Bradford county, Pa.; Silas, of Bay City, Mich.; Kirkland, of South Bay, N. Y.; and Mrs. Nathaniel Dunham, of Lautey, Fla. All of the relatives were notified of Mr. Sayles' death by telegraph last night.

BORN IN NEW YORK.

Charles F. Sayles was born near Bridgeport, N. Y., on a farm, March 17, 1857. He was educated at Cazenovia Seminary, New York, and Eastham College, at Poughkeepsie. He came to Indianapolis in June, 1886, and immediately took employment with Baldwin's Fancy Bazaar. In 1873 he went into the office of Barnard, Johnson & Co., insurance agents, as bookkeeper, where he remained until 1877. In that year, with Eugene Barnard, he purchased the business, and for one year the firm-name was Barnard, Coe & Sayles. At the end of that time the firm bought out Mr. Coe and continued to do business as Charles F. Sayles & Co. In 1884, when W. F. Fenton joined forces with Mr. Sayles, the firm-name being Sayles & Fenton. Mr. Fenton remained with the firm for one year, when he went to Chicago to enter the banking business. From that time until last April Mr. Sayles had no associates in his firm. At that time he organized the C. F. Sayles & Co. Real Estate and Insurance Company, taking into it his son, Herman B. Sayles, John E. Milnor and Campbell H. Cobb.

On Jan. 10, 1872, Mr. Sayles was married to Miss Frances Tuttle, of Lakeport, N. Y. Last night Mrs. Sayles made the request that friends should not send flowers to the house. The deceased has been for many years a member of the Second Presbyterian Church, and was a member of the United States Club and also a member of all the Scottish Rite bodies. He also held membership in other local organizations.

BIG BUSINESS DEAL.

Mr. Sayles was regarded by the real-estate men of the city as, perhaps, the best judge of property of any of his associates. He had successfully negotiated and consummated some of the biggest deals that were ever made in the city. He organized the syndicate that purchased the postoffice when it was sold by the government to the city, and he was authorized by his deputy at Sappala to organize a posse and use his own judgment in quelling the trouble. Indian Agent Schoenfeld, at this place, is also taking active steps, and has sent Indian police to Isparich's home.

CONTINUES FAVORABLE.

Condition of the Three Sick Boys at the Groton School.

GROTON, Mass., Feb. 17.—The progress of the President's son in his convalescence from the recent attack of pneumonia continues most favorable. It is announced by Dr. Warren. The evening report from the infirmary indicates no change in the condition of the three boys. One of the physicians said that none of the boys would be removed before next week. Mrs. Roosevelt announced last week she hoped to be able to take her son back to Washington this week.

TRANSPORT MEADE ARRIVES

At San Francisco, with 1,200 Soldiers Whose Terms Have Expired.

SAN FRANCISCO, Feb. 17.—The United States transport Meade arrived to-day, thirty-two days from Manila, with 1,200 soldiers whose terms of service have expired. Four deaths occurred during the voyage. The vessel encountered heavy easterly gales and was forced to put into Honolulu for coal.

INDIANAPOLIS JOURNAL

INDIANAPOLIS, TUESDAY MORNING, FEBRUARY 18, 1902--TWELVE PAGES.

PRICE 2 CENTS EVERYWHERE.

INDIANAPOLIS. HE WAS SOLE OWNER OF THE BUILDING OCCUPIED BY W. H. BLOCK & CO., AND PART OWNER OF THE WHEN BUILDING, PURCHASING IT WITH THOMAS H. SPANN. BECAUSE THESE LARGE DOWN-TOWN PROPERTIES HE OWNED A NUMBER OF SMALLER RENTAL PROPERTIES OF CONSIDERABLE VALUE.

C. F. R. WAPPENHANS DEAD.

Former Local Weather Observer Passes Away in Germany.

W. T. Blythe, section director of the weather bureau at Indianapolis, yesterday received word from Berlin, Germany, announcing the death of C. F. R. Wappenhans, of this city, on Feb. 4. The letter was written by his sister, with whom he was visiting, and is as follows:

"On Feb. 4 at 8 p. m. at Arco, south Tyrol, our dear brother, Carl Wappenhans, died of a complication of lung and kidney ailments. He was buried in Arco, my three sons attending the interment. Any one desiring further particulars may receive same from Mrs. Ida Solomon, Luckenwalde, near Berlin, Germany."

LIFE IN THIS CITY.

Mr. Wappenhans came to Indianapolis in 1870, and until Aug. 1, 1901, was continuously in charge of the local service of the government weather bureau. On Aug. 1 he was given a vacation of thirty days, and on the last day of the month he was retired, being succeeded by W. T. Blythe, the present incumbent of the office, who came here from the Louisiana district.

Mr. Wappenhans was born in Germany, and most of his relatives live there. Before leaving on his vacation he stated he would visit in Germany for a year or more, spending a few months at Carlsbad, in the hope of improving his health, and then return to Indianapolis. He was quite fond of this city, in which he had seen such long and useful service, and could not, he once said, look upon any other place as his "home."

His career was interesting from beginning to end, but it was seldom he was in a pessimistic mood, and only a few beside his most intimate acquaintances ever heard the hundreds of interesting stories of his life. A few days before his departure he gave a journal reporter, who was looking for a

(CONTINUED ON PAGE 3, COL. 5)

ALBERT J. BEVERIDGE ILL

JUNIOR INDIANA SENATOR IS SUFFERING FROM A COLD.

Hopes to Be Well Enough, However, to Speak in Chicago Saturday—Colonel Randall Better.

Special to the Indianapolis Journal.

WASHINGTON, Feb. 17.—Senator Beveridge is confined to his apartments at the Portland suffering from a cold. It is his intention to leave for Chicago on Friday, where he will deliver an address Saturday evening before the Union League Club. John C. Shaffer, of the Chicago Evening Post, will give a dinner in honor of the Indiana senator at the Union League Club.

Postmaster J. F. Lawson, of Spencer, Ind., called upon the Postoffice Department to get allowances for additional facilities for his office.

Col. Daniel M. Randall is still confined to his home with Washington influenza. His physician says he may resume his duties the middle of the week.

Pennsylvania has held the same relative rank in population for 100 years. She was second in 1800 and second in 1900. Virginia was first 100 years ago, but is only seventeenth now. While New York, which was third then, is first now. Kentucky has moved downward from eighth in rank in 1800 to twenty-ninth in 1900; Delaware from seventeenth to forty-sixth, while Indiana moved upward from thirty-sixth to twenty-third. Ohio, which was eighth in 1800, and Ohio from eighth place in 1800 to fourth in rank in 1900. The United States exclusive of Alaska and Hawaii, has grown from 87,844 square miles in 1800 to 3,625,900 in 1900, and the population measure from 3,500,482 in 1800 to 75,860,000 in 1900.

The statistical abstract of the Treasury department, just published, shows that in 1855 the public debt was \$7.25 per capita, while in 1901 it was \$12.45 per capita. The interest charge for each person in the same period decreased from \$4.25 to 38 cents. In 1850 the imports were \$1,000,000 and the exports \$1,000,000, or nearly 50 per cent; in 1901 imports were \$22,000,000 and exports \$1,487,000, or 6.7 per cent. Exports of goods were \$1,000,000, or 80 per cent, greater than the imports. Imports in 1901 were nine times as great as in 1850, and exports were twenty-one times as great as in 1850.

Deposits in savings banks in 1900 were \$1,138,576 and the number of depositors 8,535; in 1901 the amount of deposits was \$2,485,865 and the number of depositors 16,763; the average sum due each depositor in 1901 was \$131.36; in 1900 it was \$131.36. The growth in the savings banks was further illustrated by the fact that the fifty banks in New York clearing house in 1864 had capital of \$7,000,000 and the clearances were \$7,500,000; the sixty-two banks in 1901 had a capital of \$82,000,000 and the clearances had increased to \$75,000,000.

The postoffice at Syracuse, Ind., will be advanced from the fourth class to the presidential grade on April 1.

CHINATOWN EN FETE.

New York City Officials Entertained in a Mott-Street House.

NEW YORK, Feb. 17.—Chinatown put on its holiday clothes to-night in honor of Police Commissioner Barbridge and his deputy, Chief Inspector Dwyer, and the Chinese community, with some of its assistants and a host of the lesser lights of the judicial end of the city government. The visitors were guests of the Chinese Merchants' Association. The Chinese consul general assisted the merchants in seeing that the visitors had a good time. A banquet of twenty-seven courses was served on the floor of a Mott-street house. About one hundred sat down to the twenty small tables. The tables, queer looking and of queer names, were said to be great dainties and to have cost a fabulous amount of money. While the dinner was in progress a dozen Chinamen under the direction of Tom Lee, "mayor of Chinatown," set off firecrackers in the streets, and from the upper floors of the restaurant. As souvenirs of the occasion the diners were presented with small preserve dishes. In some favored instances with chopsticks of ivory.

WON'T GIVE UP THE FLAG.

Ex-Chief of Creeks Holding On to His Emblem of Authority.

MUSKOGEE, I. T., Feb. 17.—A band of about twenty Crazy Snake followers, led by Chitto Harjo, to-day surrounded the home of ex-Chief Isparich, former chief of the Creeks, six miles south of Beggs, I. T., and demanded that he give up a United States flag which he possessed. This flag is an emblem that the Creeks consider to stand as authority for any act committed by its possessor, and was given to Isparich as showing the authority given by the government. The ex-chief refused to give up the flag.

Marshall Bennett, of the Northern district, of Indian Territory, has authorized his deputy at Sapulpa to organize a posse and use his own judgment in quelling the trouble. Indian Agent Schoenfeld, at this place, is also taking active steps, and has sent Indian police to Isparich's home.

SURPRISE IN HOUSE

BILL TO REPEAL WAR REVENUE TAXES PASSED WITHOUT DEBATE.

Democrats Lost Their Temper and Finally Mr. Richardson Hurdled a Challenge at the Majority.

MOVED TO OMIT DISCUSSION

AND PUT THE BILL ON PASSAGE, WHICH WAS PROMPTLY DONE.

Stormy Debate Over a Special Rule, Which the Minority Denounced as a "Gag."

CENSUS OFFICE BILL PASSED

ADOPTED BY THE SENATE AFTER IT HAD BEEN AMENDED.

Bills for Extension of Bank Charters and for Retirement of Sergeant Fredericks Also Passed.

WASHINGTON, Feb. 17.—The unexpected happened in the House to-day, when the bill to repeal the war revenue taxes was passed unanimously without a word of debate. This action was the outcome of a challenge thrown down by Mr. Richardson, of Tennessee, the minority leader, after the adoption by the majority of a special order for consideration of the bill which permitted debate on it until 4 o'clock to-morrow afternoon, but cut off all opportunity to offer amendments except such as had been agreed on by the ways and means committee. The adoption of the rule had been preceded by a stormy debate, in the course of which the Democrats protested against the application of the "gag" which Mr. Hay, of Virginia, charged was meant to prevent a free expression not only by the Democrats, but by some of the Republicans, attention being especially directed toward Mr. Babcock, of Wisconsin, the father of the bill, to amend the steel schedule of the present tariff law. They also charged that such a method of procedure was maintaining the influence of the House in making it simply a machine to register the decree of the few men in control.

Mr. Babcock said that he supported the programme on the ground that the issue presented for the repeal of the war revenue taxes should not be complicated with other matters. At the same time, he gave notice that he should present his own bill at the first opportunity. Mr. Dalzell, of Pennsylvania, scored a point against the minority by recalling the time, under Democratic control of the House, when 649 amendments to the Wilson tariff bill had been forced through without being read. When the rule was adopted by a vote of 188 to 129 Mr. Richardson, to emphasize the fact that the bill was not to be complicated with other matters, asked unanimous consent that the bill be placed upon its passage. Not an objection was voiced, and the vote was taken forthwith. Every vote, 278 in number, was cast in the affirmative, and thus quietly and unanimously came the end of what at one time had promised to be the most exciting contest of the session.

UNDERWOOD'S PROTEST.

When the special rule was presented Mr. Underwood, of Alabama, protested against its adoption, not, he said, because it provided for consideration of a bill to reduce taxation, but because it prevented individual members from exercising their own judgment or carrying out the wishes of their constituents on what portion of the excessive taxes should be repealed. As an instance of a tax which it was not advisable to repeal he cited the inheritance tax, a tax which, he said, was levied on a class that was not reached by other taxation. Mr. Underwood said he would make a general protest against the rule as a whole, because such a provision, whether good or bad, would cause a general confusion of the mind in the House. He referred to the stagnation in business which existed pending the passage of the bill in support of that statement. He thought the proper method of reducing taxation was to make a list of the excessive taxes which should be repealed, and to present a bill to repeal them. He said he would present such a bill, and he would make a general protest against the rule as a whole, because such a provision, whether good or bad, would cause a general confusion of the mind in the House. He referred to the stagnation in business which existed pending the passage of the bill in support of that statement. He thought the proper method of reducing taxation was to make a list of the excessive taxes which should be repealed, and to present a bill to repeal them.

MR. BABCOCK'S REPLY.

At this point, Mr. Babcock, one of the Republican members of the ways and means committee, to whom Mr. Ball had referred, read a statement of his reasons for favoring the repeal of the rule. He said that he believed that after consultation with his colleagues he did not consider it wise to jeopardize the passage of the repeal bill by complicating matters, and he gave notice that at the first opportunity he would press for the consideration of his bill to amend the steel schedule.

Mr. Hay, of Virginia, declared that the pending rule would humiliate every member on the floor, because it prevented the offering of a single amendment to this bill. It was such a display of cowardice as never had been witnessed in the House. [Applause.] When the bill went to the Senate it would be debated and amended, but by this rule the House would be deprived of its rightful function. It would put emphasis the growing opinion of the country that the House of Representatives simply was a machine to register the decrees of a few men. When the popular branch of every legislative assembly in Europe was being given more power, he said, this House was being taken back to the rule, to be accorded under the rule, he declared, would be a farce, because it could accomplish nothing.

Mr. Cannon, of Illinois, argued earnestly in favor of the adoption of the rule. Even